

ORDINANCE NO. 2007 - 036

AN ORDINANCE OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA AMENDING THE 1989 COMPREHENSIVE PLAN AS ADOPTED BY ORDINANCE NO. 89-17, AS AMENDED; AMENDING THE **TRANSPORTATION ELEMENT** (TO DELETE SEVERAL ROADWAY SEGMENTS AND INTERSECTIONS DESIGNATED AS CONSTRAINED ROADWAY AT LOWER LEVEL OF SERVICE (CRALLS) FACILITIES SPECIFICALLY FOR THE PURPOSE OF THE SCIENTIFIC COMMUNITY OVERLAY; AND AMENDING ALL ELEMENTS AS NECESSARY; PROVIDING FOR REPEAL OF LAWS IN CONFLICT; PROVIDING FOR SEVERABILITY; PROVIDING FOR INCLUSION IN THE 1989 COMPREHENSIVE PLAN; AND PROVIDING FOR AN EFFECTIVE DATE.

**WHEREAS**, on August 31, 1989, the Palm Beach County Board of County Commissioners adopted the 1989 Comprehensive Plan by Ordinance No. 89-17;

**WHEREAS**, the Palm Beach County Board of County Commissioners amends the 1989 Comprehensive Plan as provided by Chapter 163, Part II, Florida Statutes; and

**WHEREAS**, the Palm Beach County Board of County Commissioners adopted amendments to the 1989 Comprehensive Plan in 2004 to facilitate the location of the Scripps Research Institute at the former Mecca Farms site in north-central Palm Beach County; and

**WHEREAS**, these amendments included a provision that the Palm Beach County Board of County Commissioners would consider an amendment to return the Mecca Farms property to the Rural Residential 1 unit per 10 acres (RR-10) designation or another appropriate designation, should the Scripps Research Institute not move forward on the Mecca site; and

**WHEREAS**, the Scripps Research Institute was eventually located at the Abacoa/Briger site in the Jupiter area; and

**WHEREAS**, on March 13, 2007, the Palm Beach County Board of County Commissioners directed staff to take all actions necessary to repeal or amend, as appropriate, the Comprehensive Plan ordinances related to the Scripps approval on the Mecca Farms property; and

**WHEREAS**, the Palm Beach County Board of County Commissioners, as the governing body of Palm Beach County, conducted a public hearing pursuant to Chapter 163, Part II, Florida Statutes, on November 26, 2007, to consider adoption of the amendments; and

**WHEREAS**, the Palm Beach County Board of County Commissioners has

1 determined that the amendments comply with all requirements of the  
2 Local Government Comprehensive Planning and Land Development  
3 Regulations Act; and

4 **WHEREAS**, these amendments are consistent with the compliance  
5 agreement entered into by Palm Beach County and the Department of  
6 Community Affairs.

7 **NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY**  
8 **COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA, that:**

9 **Part I. Amendments to the 1989 Comprehensive Plan**

10 Amendments to the text of the following Element of the 1989  
11 Comprehensive Plan are hereby adopted and attached to this Ordinance  
12 in Exhibit 1:

13 **A. Transportation Element**, to delete several roadway segments  
14 and intersections designated as Constrained Roadway at  
15 Lower Level of Service (CRALLS) facilities specifically for  
16 the purposes of concurrency for the proposed Scientific  
17 Community Overlay;

18 **B. Amending all elements as necessary for internal**  
19 **consistency.**

20 **Part II. Repeal of Laws in Conflict**

21 All local laws and ordinances applying to the unincorporated area  
22 of Palm Beach County in conflict with any provision of this ordinance  
23 are hereby repealed to the extent of such conflict.

24 **Part III. Severability**

25 If any section, paragraph, sentence, clause, phrase, or word of  
26 this Ordinance is for any reason held by the Court to be  
27 unconstitutional, inoperative or void, such holding shall not affect  
28 the remainder of this Ordinance.

29 **Part IV. Inclusion in the 1989 Comprehensive Plan**

30 The provision of this Ordinance shall become and be made a part  
31 of the 1989 Palm Beach County Comprehensive Plan. The Sections of the  
32 Ordinance may be renumbered or relettered to accomplish such, and the  
33 word "ordinance" may be changed to "section," "article," or any other  
34 appropriate word.

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APPROVED AND ADOPTED by the Board of County Commissioners of  
Palm Beach County, on the 26th day of November, 2007.

By: [Signature] Deputy Clerk By: Addie L. Greene Addie L. Greene, Chair

COUNTY ATTORNEY

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## EXHIBIT 1

### A. Transportation Element, Constrained Roadway at Lower Level of Service (CRALLS) for the Mecca project.

**REVISIONS:** To delete language in Policy 1.2-f designating segments and intersections as CRALLS facilities. The deleted text is shown ~~struck through~~.

**REVISED Policy 1.2-f:** The Palm Beach County Board of County Commissioners finds the following facilities are constrained facilities and development orders shall be evaluated using the specific level of service standards identified herein instead of the Policy 1.1-b general level of service standards. *(Unchanged text omitted for brevity)*

33) ~~The following roadway segments are hereby designated as a CRALLS facility for the Palm Beach County Scientific Community Overlay (Mecca) project:~~

~~a) Indiantown Road from Pratt Whitney Road to Alexander Run Road as 2 lanes  
Peak hour standard 1,670 vehicles per hour  
Peak hour directional standard: 1,276 vehicles per hour~~

~~b) Indiantown Road from Alexander Run Road to Jupiter Farms Road as 4 lanes  
Peak hour standard 3,634 vehicles per hour  
Peak hour directional standard: 2,286 vehicles per hour~~

~~c) Indiantown Road from Jupiter Farms Road to Turnpike as 6 lanes  
Peak hour standard 4,781 vehicles per hour  
Peak hour directional standard: 3,264 vehicles per hour~~

~~d) Indiantown Road from Turnpike to I-95 as 6 lanes  
Peak hour standard 6,448 vehicles per hour  
Peak hour directional standard: 4,126 vehicles per hour~~

~~e) Indiantown Road from I-95 to Island Way as 6 lanes  
Peak hour standard 7,164 vehicles per hour  
Peak hour directional standard: 3,770 vehicles per hour~~

~~f) PGA Boulevard from Seminole Pratt Whitney Rd through Site as 6 lanes  
Peak hour standard No CRALLS Required  
Peak hour directional standard: 3,389 vehicles per hour~~

~~g) PGA Boulevard from Site to Beeline Highway as 4 lanes  
Peak hour standard 3,309 vehicles per hour  
Peak hour directional standard: 2,348 vehicles per hour~~

~~h) PGA Boulevard from Beeline Highway to Ryder Cup Boulevard as 4 lanes  
Peak hour standard 3,261 vehicles per hour  
Peak hour directional standard: 2,189 vehicles per hour~~

~~i) PGA Boulevard from Ryder Cup Boulevard to Turnpike as 6 lanes  
Peak hour standard 5,339 vehicles per hour  
Peak hour directional standard: 2,888 vehicles per hour~~

~~j) PGA Boulevard from Turnpike to Central Boulevard as 6 lanes  
Peak hour standard 6,855 vehicles per hour  
Peak hour directional standard: 3,814 vehicles per hour~~

~~k) PGA Boulevard from Central Boulevard to Military Trail as 6 lanes  
Peak hour standard 6,156 vehicles per hour  
Peak hour directional standard: 3,489 vehicles per hour~~

~~l) PGA Boulevard from Military Trail to I-95 as 6 lanes  
Peak hour standard 6,042 vehicles per hour  
Peak hour directional standard: 3,630 vehicles per hour~~



m) PGA Boulevard from I-95 to Alternate A1A as 6 lanes  
Peak hour standard 7,367 vehicles per hour  
Peak hour directional standard 4,356 vehicles per hour

n) PGA Boulevard from Alternate A1A to Campus Drive as 6 lanes  
Peak hour standard 6,552 vehicles per hour  
Peak hour directional standard 3,885 vehicles per hour

o) Northlake Boulevard from Hall Boulevard to 140<sup>th</sup> Avenue as 4 lanes  
Peak hour standard: No CRALLS Required  
Peak hour directional standard: 1,956 vehicles per hour

p) Northlake Boulevard from 140<sup>th</sup> Avenue to Coconut Boulevard as 4 lanes  
Peak hour standard 3,430 vehicles per hour  
Peak hour directional standard 2,492 vehicles per hour

q) \* Northlake Boulevard from Coconut Boulevard to SR 7 as 4 lanes  
Peak hour standard 4,029 vehicles per hour  
Peak hour directional standard 3,160 vehicles per hour

r) \* Northlake Boulevard from SR 7 to Beeline Highway as 4 lanes  
Peak hour standard 4,925 vehicles per hour  
Peak hour directional standard 3,822 vehicles per hour

s) Northlake Boulevard from Coconut Boulevard to SR 7 as 6 lanes  
Peak hour standard No CRALLS Required  
Peak hour directional standard 3,006 vehicles per hour

t) Northlake Boulevard from SR 7 to Beeline Highway as 6 lanes  
Peak hour standard No CRALLS Required  
Peak hour directional standard 3,675 vehicles per hour

u) Northlake Boulevard from Turnpike to Military Trail as 6 lanes  
Peak hour standard 4,841 vehicles per hour  
Peak hour directional standard 3,011 vehicles per hour

v) Northlake Boulevard from Military Trail to I-95 as 6 lanes  
Peak hour standard 5,671 vehicles per hour  
Peak hour directional standard 3,289 vehicles per hour

w) Northlake Boulevard from I-95 to Congress Avenue as 6 lanes  
Peak hour standard 5,639 vehicles per hour  
Peak hour directional standard 3,123 vehicles per hour

x) Orange Boulevard from Seminole Pratt Whitney Road to 140<sup>th</sup> Avenue as 2 lanes  
Peak hour standard No CRALLS Required  
Peak hour directional standard 883 vehicles per hour

y) Orange Boulevard from 140<sup>th</sup> Avenue to Coconut Boulevard as 2 lanes  
Peak hour standard 1,642 vehicles per hour  
Peak hour directional standard 1,017 vehicles per hour

z) Orange Boulevard from Coconut Boulevard to Royal Palm Beach Blvd as 2 lanes  
Peak hour standard 1,700 vehicles per hour  
Peak hour directional standard 1,067 vehicles per hour

aa) Okeechobee Blvd from Seminole Pratt Whitney Road to 140<sup>th</sup> Avenue as 2 lanes  
Peak hour standard 1,758 vehicles per hour  
Peak hour directional standard 1,049 vehicles per hour

bb) Seminole Pratt Whitney Rd from Martin County Line to Indiantown Road as 2 lanes  
Peak hour standard No CRALLS Required  
Peak hour directional standard 1,031 vehicles per hour

cc) Seminole Pratt Whitney Rd from Indiantown Road to Beeline Highway as 4 lanes  
Peak hour standard No CRALLS Required  
Peak hour directional standard 2,135 vehicles per hour



dd) Seminole Pratt Whitney Rd from BeeLine Highway to PGA Boulevard as 2 lanes	Peak hour standard	No CRALLS Required	935 vehicles per hour
	Peak hour directional standard:		3,084 vehicles per hour
ee) Seminole Pratt Whitney Rd from PGA Boulevard to Northlake Blvd as 6 lanes	Peak hour standard	No CRALLS Required	3,084 vehicles per hour
	Peak hour directional standard:		3,084 vehicles per hour
ff) Seminole Pratt Whitney Rd from Northlake Blvd to Orange Boulevard as 4 lanes	Peak hour standard		3,480 vehicles per hour
	Peak hour directional standard:		2,181 vehicles per hour
gg) Coconut Boulevard from PGA Boulevard to Northlake Boulevard as 2 lanes	Peak hour standard	No CRALLS Required	920 vehicles per hour
	Peak hour directional standard:		920 vehicles per hour
hh) Coconut Boulevard from Northlake Boulevard to Orange Boulevard as 2 lanes	Peak hour standard		1,633 vehicles per hour
	Peak hour directional standard:		1,446 vehicles per hour
ii) Royal Palm Beach Blvd from Orange Boulevard to 60 <sup>th</sup> Street as 2 lanes	Peak hour standard		2,196 vehicles per hour
	Peak hour directional standard:		1,152 vehicles per hour
jjj) Royal Palm Beach Blvd from 60 <sup>th</sup> Street to Persimmon Boulevard as 2 lanes	Peak hour standard		2,417 vehicles per hour
	Peak hour directional standard:		1,544 vehicles per hour
kk) Royal Palm Beach Blvd from Persimmon Boulevard to 40 <sup>th</sup> Street as 4 lanes	Peak hour standard		3,229 vehicles per hour
	Peak hour directional standard:		2,259 vehicles per hour

\* The CRALLS designation shall no longer be in effect after completion of construction for the extension of PGA Boulevard from Seminole Pratt Whitney Road to the BeeLine Highway for segments q) and r) above.

The following intersections are hereby designated as a CRALLS intersections for the Mecca project:

ll) Intersection of Indiantown Road and Turnpike	Intersection Delay:	100.4 seconds per vehicle
mm) Intersection of PGA Boulevard and Turnpike	Critical Sum:	1,784 vehicles per hour
	Intersection Delay:	178.9 seconds per vehicle
nn) Intersection of PGA Boulevard and Central Boulevard	Intersection Delay:	192.9 seconds per vehicle
oo) Intersection of PGA Boulevard and Military Trail	Intersection Delay:	160.8 seconds per vehicle
pp) Intersection of Northlake Boulevard and BeeLine Highway	Critical Sum:	1,789 vehicles per hour
	Intersection Delay:	187.8 seconds per vehicle
qq) Intersection of Okeechobee Boulevard and Royal Palm Beach Boulevard	Intersection Delay:	143.3 seconds per vehicle

CRALLS Mitigation Measures to be implemented and to be included in the concurrency approval and Development Order (D.O.) conditions for the Mecca project, in conjunction with this CRALLS include the following:

- 1) Connectivity Measures - Extensions of: a) Seminole Pratt Whitney Road from Northlake Blvd to BeeLine Highway, b) PGA Boulevard from Seminole Pratt Whitney Road to BeeLine Highway, and c) SR 7 from Okeechobee Blvd to Northlake Blvd.
- 2) Connectivity Measures - Expansions (widening) of Major Thoroughfare roads including:



a) Indiantown Road, b) PGA Boulevard, c) Northlake Boulevard, Okeechobee Boulevard, d) Beeline Highway, and e) Seminole Pratt Whitney Road.

3) ~~Connectivity Measure~~ — Provide frontage road along PGA Boulevard.

4) ~~Land Use / Site Planning Measure~~ — Provide mixed/multiple land uses based upon the Master Development Plan dated May 2004 of the DRI/ADA process.

5) ~~Land Use / Site Planning Measure~~ — Concurrent with obtaining each certificate of occupancy for a non-residential building, implement parking strategies that provide preferred parking for alternative vehicles and car pool vehicles.

6) ~~Land Use / Site Planning Measure~~ — Provide/construct non-vehicular corridors throughout the development as each phase (based upon the DRI/ADA dated May 2004) is developed.

7) ~~Land Use / Site Planning Measure~~ — Allow home occupation, accessory uses, and work/live units.

8) ~~Land Use / Site Planning Measure~~ — Apply access management techniques along all roadways.

9) ~~Land Use / Site Planning Measure~~ — Affordable housing:

a. Each phase of the Mecca shall contain a minimum of three housing types. For each phase of the Mecca, at least 10% of the residential units to be constructed must be attainable for very low and low income households, and another 10% of these residential units to be constructed must be attainable for moderate income households. Units meeting this requirement shall include both renter-occupied units and owner-occupied units. The renter-occupied units must continue to be attainable for a period of at least 20 years, and the owner-occupied units must continue to be attainable for a period of at least 10 years. Attainability shall be assured through deed restrictions on these properties.

b. Of the residential units specified immediately above that must be attainable for very low and low income households, a maximum of 40% of these units must be renter-occupied units, and the remaining units must be owner-occupied units, and of the residential units specified immediately above that must be attainable for moderate income households, a maximum of 30% of these units must be renter-occupied units, and the remaining units must be owner-occupied units.

10) ~~Transit Measure~~ — Coordinate with Palm Tran to provide a bus route(s) to/from the site by 2015 or at the end of Phase 2 of the DRI/ADA, whichever comes first.

11) ~~Transit Measure~~ — Provide onsite bus stop facilities (intermodal facility), within one year of provision of a bus service, capable of handling two or more buses at a time with a covered waiting area of sufficient size to accommodate at least 2% of the employees.

12) ~~Transit Measure~~ — Provide an annual financial incentive in the form of a subsidy of at least 50% of the annual ticket cost to at least 15% of the persons employed at the project site for riding Tri-Rail and/or Palm Tran.

13) ~~Transit Measure~~ — Provide annually a proportionate share of the local transit service (trolley/shuttle) in conjunction with the Gardens Scientific and Technology Community (Vavrus North) project.

14) ~~Transportation Demand Management (TDM) Measure~~ — Provide an on-going ride-sharing information service to persons employed at the project site.

15) ~~Transportation Demand Management (TDM) Measure~~ — Proportionately and annually fund an Employee Transportation Coordinator position that will coordinate the individual businesses in both Mecca and Vavrus North projects.

16) ~~Transportation Demand Management (TDM) Measure~~ — Require businesses of 500 employees or more to have a Transportation Coordinator position.

~~17) Transportation Demand Management (TDM) Measure — Require businesses of 500 employees or more to accommodate alternate work hours and telecommuting.~~

~~18) The project will provide an additional contribution above the established road impact fee to help cover some of the funding shortfall for the various transportation related improvements, at 0.5 times the applicable impact fee to be used towards off-site roadway improvements.~~

~~Beginning March 1, 2010, the Mecca project shall submit an annual report to the County's Planning Director to demonstrate compliance with the mitigation measures required from Mecca by this policy. In the event that any of the mitigation measures above are not fulfilled the annual report will be submitted to the Board of County Commissioners (BCC) for consideration. The BCC may then amend or rescind any or all provisions of this policy.~~

~~Conditions may be required in order to meet the concurrency requirements of Palm Beach County. These shall be determined at the time of issuing the concurrency reservation. In addition, these CRALLS mitigation measures shall be detailed and included in the concurrency reservation and the Mecca D.O.~~

STATE OF FLORIDA, COUNTY OF PALM BEACH  
I, SHARON R. BOCK, Clerk and Comptroller  
certify this to be a true and correct copy of the original  
filed in my office on November 26, 2007  
dated at West Palm Beach, FL on 12/11/07  
By: Diane Brown  
Deputy Clerk

